

**Abstract**

The engine stop control of the invention uses a correction factor  $k$  based on an ambient temperature  $T_{dp}$  in the vicinity of a delivery pipe to set an engine-stop criterion fuel pressure  $P_{ref}$  as a fuel pressure of ensuring the sufficient startability of an engine and preventing the vapor generation (steps S120 and S130). The engine stop control stops the operation of the engine (step S160) after a decrease in fuel pressure  $P_f$  in the delivery pipe below the engine-stop criterion fuel pressure  $P_{ref}$  (steps S140 and S150). This arrangement effectively prevents the fuel oil-tight leaked from fuel injection valves from being accumulated in cylinders of the engine and thus restrains the poor emission, which may be caused by direct discharge of the fuel accumulated in the cylinders at a restart of the engine. The engine stop control of the invention also reduces the frequency of operation of a relief valve, which works to prevent an excessive increase in fuel pressure  $P_f$  in the delivery pipe, thus enhancing the durability of the relief valve.